

The Port Hole

The official publication of Canadian Power & Sail Squadrons | Escadrilles canadiennes de plaisance



Fall 2006

Photo : S/C Gary/Scott Breinhaupt | Georgian Bay

in every
ISSUE

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P/R/C Joan Eyolfson Cadham, S
-Saskatchewan Squadron

The end of autumn is a reflective time of year. The days grow shorter, the birds of summer slip away, the fields and gardens that were golden with ripened wheat and barley and pumpkins now lay stripped clean, waiting for next spring and new seeds.

There's a stillness in the air, a pause, a hush, as the earth waits for the first raw north wind, the first slushy snow, the first taste of bitter days to come.

In times long past, seasons were clearly defined. Spring was for renewal, for hunting and gathering, for replenishing winter-ravaged supplies, summer was for travelling, for visiting the rest of the clan, for festivals, autumn was for gathering in, for harvesting, for preparation, for securing enough provisions for the long cold time ahead, and winter was for sitting around a warm fire repairing equipment and telling stories.

We've muddied the seasons, we who work in office towers or factories or small businesses year round, expecting our cars to deal equally well with the rains of spring, the heat and humidity of summer, and the blizzards of winter. We've lost the natural body rhythms that nature gave us as protection against an often harsh landscape. We expect to be at peak performance year round, with no adjustments for the seasons. After all, our computers don't need it, do

they? And aren't we expected to keep up with them?

Still, autumn can remain a time for reflection, a time to look back to that perfect summer cruise, the moment of unsolicited intense learning, the heart-stopping climax to the last race of the summer season, the boaters we met, the new anchorages we discovered. It's a time to look forward to the activities of winter.

It's a time to reflect on the advantages we have found within CPS, the opportunities for learning, the security of becoming safer, wiser boaters, the friendships we have made along the way. It's a time to consider taking another course. And it's a time to look ahead, to determine, logically and rationally, how much free time we have and how much we can, realistically, offer back to CPS. Maybe it's a few hours proctoring. Maybe we have the time to take on teaching or a Squadron position. Perhaps we can write an article for Port Hole. Or perhaps, this year, our involvement will be a commitment to turn out for all Squadron functions and to make a point of talking to newer members, doing some of that story telling that is such a winter tradition.

Even if, where you live, autumn doesn't signal the end of boating, or even if your winter plans include an extended cruise in warmer waters, autumn can still be the season for reflection, for contemplating endings, beginnings, and new commitments.

Enjoy. 🍷

Agnes Simpson, Life Member at 92



Agnes Simpson, P/Cdr. Gay Miller, C/C Serge St-Martin and Cdr. John Hudson.

On Sunday, May 14, C/C Serge St-Martin had the honour and the privilege of awarding Mrs. Agnes Simpson her life membership certificate for 20 years of service to the Saanich Peninsula Squadron. She was 92.

CPS policy is that members who have achieved their 20th Merit Mark and Life Membership should be presented their plaque and pennant with as much pomp and ceremony as possible. This year, Saanich Peninsula Squadron had the pleasure of recommending two such awards.

At 92, Agnes Simpson was described as the matriarch of the Saanich Peninsula Squadron. For many years she published and printed the Beacon on her own copying

machine and it took pressure from the Bridge to get her to accept compensation for paper and ink. Squadron involvement was a family activity. Her late husband, Jack Simpson, was CPS Chief Commander from 1973-75 and there is a Canadian Coast Guard Auxiliary vessel named after him. Her son, Peter, a Past Commander of Brentwood Bay Squadron. As Agnes had just recently been released from hospital, she was not able to attend the Squadron Change of Watch and receive her award. Therefore, when the current CPS Chief Commander, Serge St-Martin, attended the District AGM this spring, it was only fitting that he was “kidnapped” and ferried off to Agnes’ residence to make the presentation personally.

Agnes died peacefully at home on her farm on June 3, surrounded by her family. She was predeceased by her husband Jack, sister Violet, and brothers Aubrey, Tom and Laurie. Agnes is survived by her sister Margaret, her sons Peter (Margaret) of Brentwood Bay, John (Joan) of Delta, and her grandchildren Christopher (Stacey), Darryl (Tanya), Julia (Curt) and Laura, as well as great grandchildren Sylvia, Nicholas and Jeremy.

Agnes was born on Oct. 28, 1914 in Lee, Massachusetts and lived in

Victoria and the Saanich Peninsula. She was passionate and knowledgeable about her horses and dogs and she loved boating, an interest she shared with Jack and her family. For many years, they cruised the waters of the B.C. Coast. Both were active members of CPS (Saanich Peninsula Squadron).

“Her dedication at an advanced age will be remembered by all volunteers,” said C/C St-Martin. “My condolences go to her family, especially her sons Peter and John.”

From the *Victoria Times-Colonist* and the Saanich Peninsula Squadron magazine, “*The Beacon*”.

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Boating Council

On the Wind



R/C Holly Levinter, AP
–Ashbridge's Bay Squadron

The Importance of Keeping a Lookout.

From the **Compass Rose** of York East District.

When you are asked to be a lookout, please keep the following directions in mind.

1. Be alert at all times.
2. Don't give your attention to anything but your own special duty.
3. Remain at your station until you are properly relieved or the boat is secured.
4. Stay on your feet and don't lounge.
5. Don't talk to others except as required by your duty.
6. When making a report, speak loudly and distinctly.
7. Repeat a hail or report until it is acknowledged.
8. Remember your duties are important and necessary.
9. If you don't know WHAT to report, ASK.
10. In case of man overboard, shout **MAN OVERBOARD PORT/STARBOARD**. Lock your eyes on the person overboard and keep your arm pointed in that direction to help the captain make the recovery.

Lookouts must report all ships, rocks, shoals, land, sails, discoloured water, buoys, lighthouses, beacons, floating objects, flares, distress signals, smoke, ships attempting to signal with flashing lights, water spouts or unusual weather such as rain

squalls, fog banks or anything else that MAY be of interest to the captain or person on watch.

The procedure for making reports is "Sail Ho", "Lighthouse Ho", "Buoy Ho", etc.

The captain or mate acknowledges by asking "Where Away?"

The lookout gives the relative bearing of the object in degrees.

The captain then may ask for further information on the object sighted and the lookout should describe it as briefly and clearly as possible.

The primary duty of a lookout is to watch for things outside the boat. Report every sighting, even if you think the captain has already seen it. It is far better to report too many things than too few.

How important is the lookout? In a U.S. Supreme Court decision more than 100 years ago, (The *Ariade* (1872) 13 Wall, 475) "The duty of a lookout is of the highest importance. Upon nothing else does the safety of those concerned so much depend. In the performance of this duty, the law requires indefatigable care and sleepless vigilance."

Also from another issue of **Compass Rose** we learn of the Art of Taking a Test.

We know this is not exam time but the information below will be useful when the time comes.

1. Get a good night's sleep so you can face the exam rested and alert.
2. Be orderly. Have all your

materials and aids neatly laid out in front of you.

3. Don't argue with the test. Even if you think the question is absurd, getting angry will only interfere with your concentration. On reflection, you might discover the question wasn't so absurd after all.
4. Glance over the paper before starting to put down your answers. It helps you organize your time.
5. Don't panic over a momentary memory lapse. Everyone has lapses and panic leads to disaster. **KEEP COOL.**
6. Have a pencil and eraser with you. You may want to change something.
7. Jot down formulae and other basics such as $60D=ST$, West is best, TVMDC before you start. It is reassuring to have them in front of you as you come to these questions. Remember to write down these triggers **AFTER** you enter the classroom, **NOT BEFORE.**
8. Answer easy questions first. Then take your time with the tough ones.
9. Make sure you answer the question. Strange as that may sound, many people go off on tangents and forget the original question.
10. Review your paper. Before handing in your paper, spend some

time reviewing it carefully. You may be surprised at finding an incorrect or incomplete answer.

GOOD LUCK – but you won't need luck. You already know the answers.

Some tips for environment friendly boating.

Do not allow Styrofoam cups, plastic rings, pop cans and other items to blow into the water.

If you see garbage near or in the water, pick it up. Be sure to pick up monofilament fishing line or parts of old fishing nets – these can be deadly to various kinds of marine life. Keep food scraps and cigarette butts on the boat and dispose of them properly when you dock.

While shrink tarps may work well, tarps are a better alternative. They last longer and are safer for the environment.

If the ecosystem is to have naturally producing species, their nesting areas, spawning grounds and habitat must be protected. Anglers, hunters, PWC and dinghy operators, must all exercise special care in shallow water and close to wetlands. Speeding in the shallows over reeds may be fun for the rider, but it is fatal to habitat. Youngsters often are allowed to play with a motorized dinghy, usually in shallow and sensitive waters. The unattended child and the environment are both at

risk. Have them slow down or better still, keep them clear and away from these areas.

Many boaters think of their boat as a refuge, a place to get away from life's aggravations. They are in search of solitude, peace and quiet. No one has the right to subject others to unwanted noise. If you like loud music, use earphones. In general, loud and boisterous neighbours are no more popular on water than on land either during the day or at night.

It is the responsibility of every boat operator to know the rules of the road, to practice them and avoid a collision, regardless of the situation.

Powerboats should give sailboats lots of room, as they cannot alter course quickly. Slow down in narrow channels and don't disturb or swamp other boats with wave action.

Sailboats should show the same courtesy they expect from others. Remember that if operating under power, even if the sails are up, a sailboat is a powerboat and is bound by the same rules as they are.

Stay clear of canoes and kayaks unless they appear to need assistance. Don't assume they are skilled enough to deal with any wave action. Slow down.

All boats should stay clear of swimming areas and youngsters in small boats. ☹

OOPS

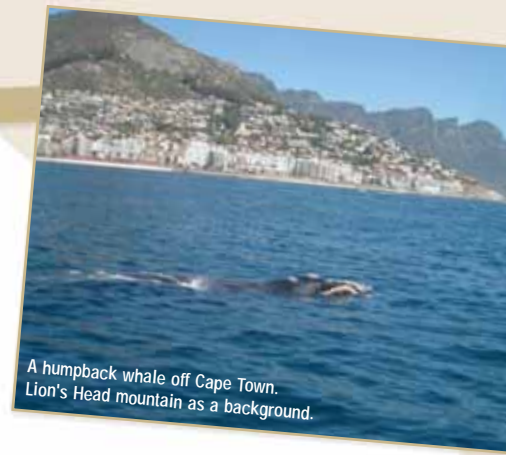
Our apologies – and our thanks to the readers who caught the following typos in the summer issue of Port Hole:

Page 3 - the word should be "solicit" rather than "illicit."
Page 15 - Larry Kretz' name is misspelled. Our apologies.

And, yes, we do appreciate sharp-eyed readers who pick up errors and let us know.

The Port Hole Committee

From Boating to the Cape of Good Hope



A humpback whale off Cape Town.
Lion's Head mountain as a background.

Does anyone need a really good reason to take the Boating course? Kristy Black, who took the course last year can give you one. Not content with the Great Lakes and canals, the Oakville Squadron Boating student took off to South Africa. Both she and Gary Thompson took the Boating course in the fall of 2004. Gary had to cut the course short because he was going to South Africa to take the RYA Yachtmaster course. Kristy joined him after the course.



Kristy at the chart table of a Bavaria 36.

by Kristy Black

This spring, a local Oakvillian searched for a wilder coast to gain optimal sailing experience. That is why he ventured towards the 'Wild Coast' of South Africa – a perfect breeding ground for daring amateur sailors. There were benefits. Gary Thompson was not sacrificing much in terms of pleasing sights and a satisfactory amount of sun.

Starting at the pinnacle of the South African summer, he began an Ocean Sailing Academy sailing course based in Cape Town. Four months later, he received his RYA Yachtmaster Ocean certification. Such a course included a successive graduation from Competent Crew to Day Skipper, Coastal Skipper to Yachtmaster Offshore. Sometimes in the classroom, but mostly on the water, Gary sailed from Cape Town up the west coast to Saldanha Bay, beautiful Club Mykonos, Langebaan and all the way up to Durban on the other side of the country and back.

Sailing a Leisure 42, Gary and four mates rounded the Cape of Good Hope on the journey to and from Durban. They endured the infamously difficult



Gary on the Victoria and Albert waterfront, Global Challenge boats in the background.

Atlantic-Indian Ocean crossing via Cape Agulhas, self-explanatorily known as the Cape of Storms. Along the way, the crew spotted wildlife common in the cold Southern Ocean – seals, penguins, albatross and humpback whales. And then, in the warmer waters, came the gorgeously playful dolphins, which chased along the bow wave.

Once Gary completed final exams involving a practical, written and oral exam, I joined him for some celebration, recreational sailing and more exploration. Through the Ocean Sailing Academy, Gary and I had the opportunity to stay aboard a brand new Bavaria 36 for a few nights in Langebaan, a small coastal town up from Cape Town. We night-cruised Saldanha Bay, moored, and camped in a cave off the adjoining Kraal Bay. We skirted Madagascar to get to Isle Maurice.

Mauritius is a fairly small island country, now inhabited by French and Mauritian Creole speaking people, but void of human life when initially explored. The extinct Dodo bird usually represents this mountainous tropical paradise. The island has a strong taste of the east as well as Europe, providing a unique cultural experience.

We stayed with a friend on a mountain amongst the sugar cane.

From there, the ocean, lying at the end of the valley below us, taunted us. So, we set sail in the Indian Ocean surrounding Mauritius, aboard *Yacouba*, a 28' Hustler keelboat. The dolphin-like porpoises joined us. During our stay we participated in a short race from the tourist haven of Grande Baie to Maritim, a Balaclava-based resort, where we moored for the evening.

Sailing upon a local's small, rudimentary, hand-crafted, wooden keelboat was very refreshing for its bare simplicity. The mast was contrived of two levered tree branches roped together, which naturally curved toward the sea at the top, creating a shark fin shaped main sail. The Jamaican coloured sails reflected the vibrancy of the local Creoles singing and playing the guitar for us onboard. In this boat, we sailed to many of the tiny islands scattered around Mauritius.

We were also awarded our PADI Open Water Diver certification after ambitiously choosing to try scuba diving. We were able to get



back out onto the Indian Ocean in several different speed boats and to penetrate the glossy, clear surfaces. All I can say is: what a sight.

The Mauritian area is an ideal place to sail because of the general proximity of interesting ports, from Toamasina (Madagascar) to St. Denis (Reunion), the Comoros, Seychelles, and the eastern African coastline. Mauritius itself is worth a peek as well. 🇲🇺

Following her South African trip, Kristy and Gary signed on as crew aboard "Seahorse Seeker," a 50' catamaran in the BVI's. They are working for a charter company called Voyage Charters. Of course, it may not just be the Boating course. Kristy is also a gourmet cook, and both are PADI certified divers. To see her menus, go to <http://www.voyagecharters.com/index002.asp>. Follow the Crewed Charters/BVIs/Seahorse Seeker links.

RECENT CPS WEB SITE UPDATES AVAILABLE ON MEMBERS' MOORINGS

Those of you who have been following the great “CPS State of the Union” deliberations will have found much of interest in “Members’ Moorings” (the part of CPS’ Web site to which access is restricted to Squadron members) over the past few months. Keep exploring the Moorings Index in the months ahead as the Governing Board and Working Committees continue to assess various alternatives and bring forward recommendations for consideration and action.

The outcome of a number of the internal and external surveys pertinent to the above activities are already posted on the CPS site and additions are expected shortly.

Meantime a host of routine management reports have been



updated and posted for the information of our membership, including the following:

Members Moorings:

(Members-only section of the site)

- The Ship’s Stores Price List was updated March 1, 2006.
- The List of Membership Benefits was updated March 12, 2006.
- The Spring Edition of PROMOTO was posted March 14, 2006.
- The Governing Board Regulations were updated April 1, 2006.

- Final Minutes of the March 2006 Training Meetings were posted April 15, 2006.
- The National Calendar was updated May 12, 2006.
- Squadron and District Bridge Lists were updated May 23, 2006.
- The National Directories (Departmental and Alpha Versions) were updated June 5, 2006.
- The results of the Internal Boating Course Evaluation Survey were posted June 22, 2006.
- The Officers and Committee Reports presented at the June 2006 Governing Board Meeting were posted June 22, 2006.

MARINE PHOTOGRAPHY TIP

S/C Gary Scott Breithaupt

–Marine Documentary Photography

I am going to help the shutter bug with some tips for taking pictures on the water—whether you’re cruising, fishing, or just commuting to the cottage. If I don’t address the photo issues that cost you sleepless nights—don’t send out a MAYDAY. I can toss you a life line. gsbimages@rogers.com



Composition, in photography, refers to the way in which the elements in a photo are arranged. Today’s tip is keeping your horizon line straight while shooting from a boat. In this case a tripod is out of the question and the boat is rolling with the waves. With all this movement, your horizon has a good chance of being unlevel. To help, look for a vertical object such as a tree, flag pole, side of a cottage or a lighthouse. Any of these objects will give you a strong 90° vertical guideline for a level shot. This should help in a pinch.



Cruising the Caribbean with CPS

7-Day Eastern Caribbean Cruise on the Caribbean Princess - February 11-18, 2007

Come join your fellow CPS-ECP members on a Caribbean cruise. Make new friends & renew old acquaintances.

February is a cold and dreary month for most of us. Our boats are put away and spring still seems a long way off. Why not join your fellow CPS members on the CPS-ECP 2nd annual Caribbean Cruise aboard Princess Cruise Lines' Caribbean Princess. Come make new friends and renew old acquaintances.

On Sunday February 11, 2007 we board the beautiful Caribbean Princess in Fort Lauderdale, Florida for a 5:00 p.m. departure. For the next seven days you will enjoy the following itinerary:

| Eastern Caribbean - Round-trip Fort Lauderdale | | | |
|--|-----------------------------------|---------|-----------|
| Day | Port | Arrival | Departure |
| 1 | Ft. Lauderdale, Florida | | 5:00 PM |
| 2 | At Sea | | |
| 3 | At Sea | | |
| 4 | St. Maarten, Netherlands Antilles | 7:00 AM | 5:00 PM |
| 5 | St. Thomas, U.S. Virgin Islands | 7:00 AM | 6:00 PM |
| 6 | At Sea | | |
| 7 | Princess Cays, Bahamas | 9:00 AM | 4:00 PM |
| 8 | Ft. Lauderdale, Florida | 7:00 AM | |

The price of your cruise includes a Captain's Cocktail Party, a private CPS Cocktail Party, on board CPS functions and all meals and snacks aboard ship. Beverages are extra as are off ship tours that you can book through the cruise line. Airfares from all gateways are available on request.

A small deposit of \$313 per person is required and that amount is 100% refundable at any time before final payment date, if you are required to cancel your trip. The final payment for your cruise is required 90 days prior to departure. Costs are:

- Interior Stateroom from \$999
- Oceanview Stateroom from \$1,259
- Balcony Stateroom from \$1,429
- Mini-Suite Stateroom from \$1,679

All prices are subject to PST and GST.

A donation will be made by Cruise Connoisseurs to CPS-ECP based on the total number of cabins booked (drawn from travel commissions NOT from your fare). This donation will be split equally between CPS-ECP and The CPS Foundation. Come join your fellow CPS-ECP members in the Caribbean and help support both the CPS Foundation and CPS-ECP.

The cruise is not limited to CPS Members, so if you want to invite along your friends and family, please do so. There was a block of 40 cabins set aside for CPS bookings and they are going fast so get your booking in soon if you have not already done so.

To book this cruise, please contact:

Cruise Connoisseurs

18025 Yonge St., Unit #5 Newmarket, ON L3Y 8C9
905-830-6766 or 1-800-363-2989

E-mail: dean@inedacruise.com

Don't trash the Environment

Follow these steps for a safer, cleaner boating environment:

- Designate a permanent onboard trash receptacle before leaving the dock. Use a sturdy container, preferably one with a lid. Then, show your guests the container, and explain that trash should never be thrown overboard.
- Return empty cans to the cooler for onshore recycling.
- Retrieve all trash that goes

- overboard accidentally. Use the opportunity to practice your man overboard procedures. Plastic bags can clog your boat's cooling water intake valves, causing engine overheating and expensive repairs. They can also be deadly to marine life.
- Discard monofilament on shore. Though it seems minute, this thin line can kill birds and sea life and wrap

around your propellers.

- Empty your portable toilets on shore, not into the water. You will be keeping our water clean and following the law.
- Educate your crew and passengers about your waste management plan and about the need to protect the environment. By working together, we can make a difference.

The Ensign May/June 2006



Fringe

Benefits at CPS

— *They can save your life* Gérard Chatton, AP
—Montreal Squadron

Volunteering at CPS does not pay a cent. We all know that. But have you ever thought about the fringe benefits? I have taught for over 20 years at Montreal Squadron. I am still without a pay cheque, but I can count my fringe benefits. Here are a few:

Having first taught Seamanship Sail, I soon became acquainted with sailors whose objective was to sail around the world. From those meetings arose opportunities to deliver sailboats, first around Montreal, then from the West Indies to Lake Champlain via the US Virgin Islands, the Bermuda Triangle and New York, a three-week 1,440-mile sail. Later, a group of my students chartered a sailboat in the West Indies and hired me as a skipper to take the boat from St-Marteen to Santa-Lucia, a 48-hour sail to experience “offshore sailing” then island-hopping back in 10 days: Martinique, Guadeloupe, Antigua, St. Barthelemy. I had nothing to do. They wanted to learn, so they worked.

But, up to that point, I was only experiencing plain, regular, everyday fringe benefits from CPS.

In 1985, one of these fringe benefits got more serious - a transatlantic passage on a 34-foot sailboat from Northern Wales to the US Virgin Island, via Spain and Madera, Paradise revisited, and a six-week sail total. As far as the weather was concerned, I could have taken my grandmother along, but with only a 40-gallon water

tank, we had to pile 5 gallon tanks high in the shower stall. Everything proved to be fit for the sail but the ship’s owner. You can’t win them all.

The next year promised to be the cherry on top of the cake. A college in the Montreal area had chartered a Polish 154-foot tall ship so that their students could have an academic year at sea. Eight Polish officers would man the ship and about 60 dear little ones and their teachers would be the crew. The college called upon Montreal Squadron to give these students a crash course on a variety of nautical subjects. I participated in the seamanship part of the program, as not many of us have experience on square riggers. At the end of the year, the college still had the ship to participate in the 1986 Tall Ship Parade in New York City for the Centennial of the Statue of Liberty. We left Montreal with a total of 16 crewmates to man this barquentine. Just past Quebec City, we lost three to seasickness and knew that, with the unlucky number of 13, anything could happen. The first storm hit us rounding Nova Scotia and caused an “all hands on deck” call. Even the captain went aloft and we put the cook at the helm. That tells it all. After a miraculously calm and sunny day in Louisbourg, we went through a second storm that left the college director flat on his bunk, but saw us arrive on time in New York.

A tall ship parade is an unforgettable experience. I had watched the 1984 tall ship parade in Quebec City, but now I was in one. There were

179 ships in the line, ranging from 65 to 335 feet in length, with mast heights from 85 to 165 feet. This was the biggest show ever staged on Earth, with over 7,500 performers - the crews - three million people to watch, live, and about 300 million watching on TV.

We were assigned a place to dock on New Jersey's side of the Hudson River, behind the Statue of Liberty and on July 4, 1986, we left at 0700 to head for our assigned anchorage in the New York Lower Bay. No one anchored. We had our own parade, passing bow astern of each other to have a close look. Think of near misses with 200-foot plus tall ships! But no one collided.

When USS Eagle sailed up the Hudson, we all took our position in the line. The US Coast Guard had issued 54,000 permits for boats to anchor in the Hudson and kept a clear channel for the parade. We sailed up to George Washington Bridge, then back down. Class A tall ships with 165-foot masts could not go under. The only boats allowed in the channel were the tugs - in case - so wise people chartered some of these tugs and crowded the super-structures up to the stack. Back to our dock at 1900, we waited for the night to climb aloft and watch the 18 fireworks from as many barges in the Hudson and East River. As a souvenir, all officers were given a new chart of the New York Harbour Roads with a dedication by Ronald Reagan, and a silver half-dollar.

Enroute to Montreal the next day, we were still wondering if we had been dreaming. This was by far the best 'fringe benefit' I could ever have, thanks to CPS.

Or so I thought...

The 1990 fall session was to be just another one. I was teaching an Accelerated Boating Course, followed by an Accelerated Seamanship Sail

course that same year, for those students who wanted to reach a second level in one year only. These were the happy years of Montreal Squadron, when there were up to 80 students in the Boating Course and I had up to 40 students in the Seamanship Sail Course. I concentrated on the teaching material and left the paperwork to administration.

That September day, the first day of that session, I arrived rather early to get ready with all the teaching aids and to welcome my students.

Why did the Administration Officer leave the pile of registration forms on my desk?

Why did I take a casual look at these forms?

CPS never asks the level of education on the registration forms - this could be embarrassing for some students - but does ask for the occupation.

Why was there a physician (actually a heart surgeon) among my students that year?

I have a slight congenital anaemia which is detected at each pre-op test. I have never worried much about it. Why did the presence of that physician make me investigate this matter?

Why did I ask this physician to refer me to a haematologist?

I underwent a series of tests, blood, heart, lungs, liver, you name it.

Why did that haematologist add an echography of the abdomen, which is not part of the regular protocol?

I went away for the Christmas break, awaiting final results by the end of January 1991.

On January 31, I arrived in the office of the haematologist who opened the envelope containing the test results. His face turned white and he immediately called a colleague who introduced himself as an urologist. The abdomen echography revealed a 2-inch tumour in the right kidney, ready to burst any minute.

Doctors hate to pronounce the word "cancer." They prefer to speak of "a tumour that..." So I went to Statistics Canada for the statistics on kidney cancer. The results were far from encouraging. Percentage of survivors : 0 (it takes 0.01 % to start a statistics). Absolute number of survivors : 0 (things have improved since). So, according to the books, I stood no chance of survival.

I underwent a series of rush tests and the operation was on February 14, 1991, Valentine's Day. (Sorry, ladies, for not being very romantic that day). The kidney with the cancer was removed; in the process the surgeons found that my gall bladder had done its time and removed it also. They were rather embarrassed afterwards as they had omitted to get my approval for this! I was, however quite glad not to have been awakened for that agreement to be sought! No metastasis or other problem having been found, I was sent home after one week, without chemotherapy or other treatment. There are three types of cancer. Mine was the third kind, the one which seldom produces metastases and takes long to develop. It was the best one then. I picked it in the catalogue.

Now I have a one-foot scar and when I am asked what it is, I answer "It is my caesarean, and I got a hippopotamus."

I would no longer be here if I had not volunteered at CPS. I am still filled with whys and ifs... Think about volunteering at CPS. Forget about the salary. Think about the fringe benefits. You never know what they could do for you. Nor how they may prolong your life. ☹️

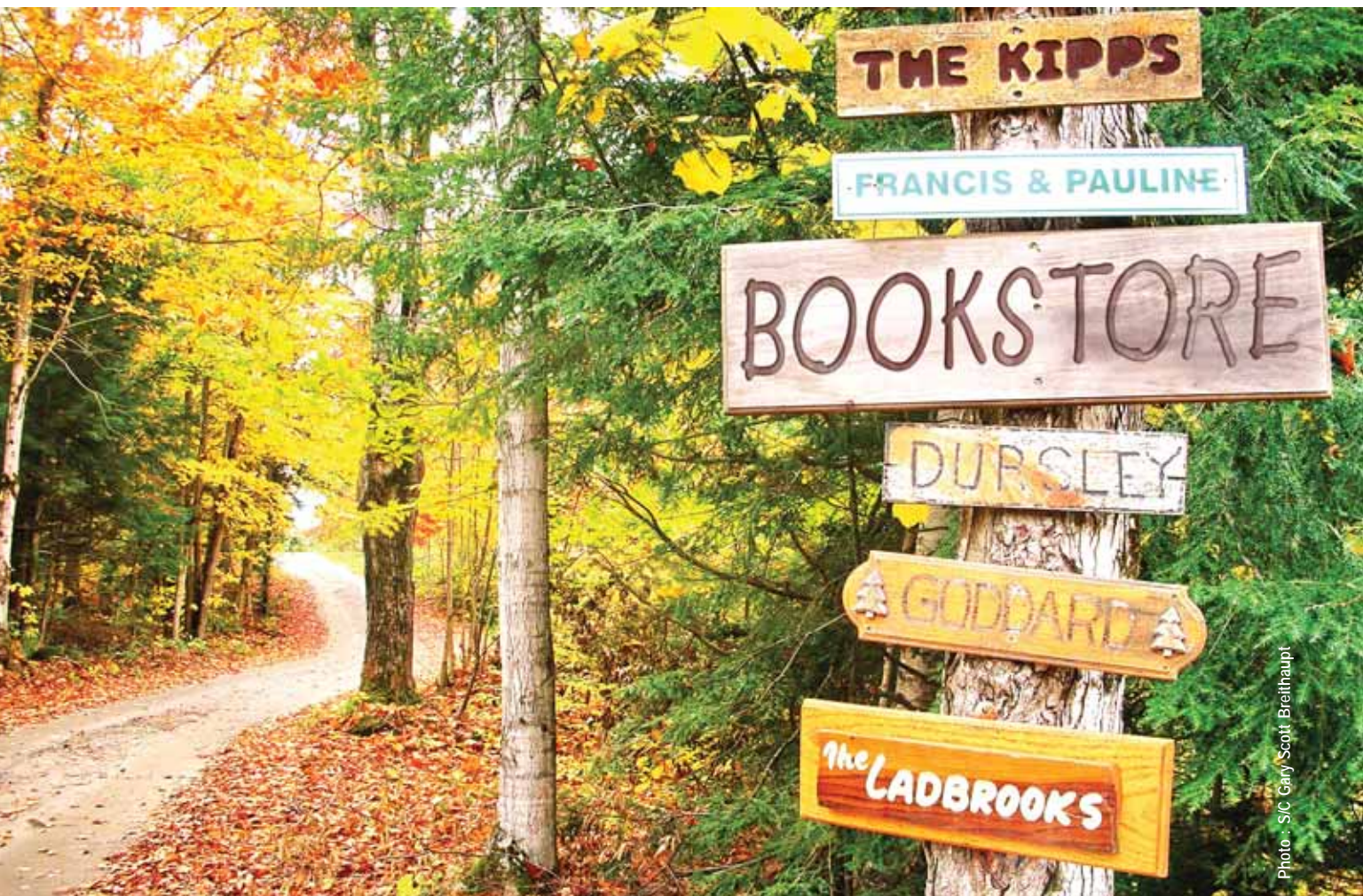


Photo : S/C Gary Scott Breithaupt

Fact, fantasy, history, information-gathering or sheer enjoyment – year round, whether for a gift or for a personal treat, even in this age of computers and DVDs, there's nothing to equal a good book.

They're portable. They don't need batteries. They tuck easily into a purse or a backpack. And, they fit all sizes – tiny tots, teens, adults, seniors. They're as useful when they are second hand or borrowed from a public library as when they are brand new.

This autumn, follow the signs to your local bookstore, second hand outlet, or local library and browse for an hour. If your conscience

won't let you indulge in all the books you want, buy them, read them gently, then, knowing you can personally recommend them, give them as gifts.

From a thousand possible choices, here are some possibilities, ranging from fact to fantasy. All we ask is, that if you have a favourite book with some connection to boats and boating, that you consider sending us your review.

The Young Man and the Sea,
Rodman Philbrick, Scholastic Publishing, 2004,
ISBN 0-439-36830-8

Rodman Philbrick has been a boat-builder, a pleasure craft sailor and an avid fisherman. He is also a first class storyteller and *The Young Man and The Sea* has all the elements required for a guaranteed page turner – a believable, likeable hero, a tough but very real problem, some outside help in resolving parts of the problem, but an understanding that it takes personal tenacity and determination to bring the situation to resolution.

Twelve-year-old Skiff Beaman has lost his mom, who has just died, his father, who has taken to his couch

with a case of beer, and the family boat, which has sunk. Unable to rouse his father from complete beer-soaked despondency, Skiff decides he has to refloat the *Mary Rose* and pick up where his father left off as a fisherman. Unfortunately, when Skiff, with some help, raises the *Mary Rose*, he learns that refurbishing the motor will cost \$5000, about \$4970 more than Skiff happens to have on hand. Raised on the water, he decides the only solution is to go fishing in his own little skiff – and his fish of choice is a tuna. The plot includes a nasty-minded school master, a borderline sociopath, who will stop at nothing to make Skiff's life unbearable, the sort of antihero that it is a pleasure to loathe and a very elderly former boat builder who is prepared to help a boy turn a hopeless dream into reality.

Shipwrecks & Seafaring Tales of Prince Edward Island, Julie V. Watson, Nimbus Publishing, 2001, ISBN 1-55109-368-5

As autumn drifts into the early stages of winter, the wind grows cold and angry, and the first sleet storms churn summer's friendly water into a menacing place, it is easy to reflect on the lives of immigrants, traders, sailors and fishermen who were lost to a relentless sea. Julie V. Watson's book is centred on the fate of ships, crew and passengers sailing in the water off Prince Edward Island, but the stories in the book are a slice of Canadian marine history that belongs to all of us.

Here is a history of pirate gold, of the Acadians driven from Isle St. Jean - now P.E.I. - and mail delivered by ice boat. Here is also the story of drug busts by sea, water-spouts, daring rescues and ship building. This is a history of drastic measures: "The bodies of the unfortunates (12 crew members from the *Sovinto*) were placed in the coolers

of a nearby lobster factory..." The stories are told by the people who lived them, often told through accounts taken directly from old newspapers.

A great assortment of old photos, a list of acknowledgements and credits for those who wish to do some more research, definitions of common terminology, and a good index add a special dimension to this book.

Boater's Pocket Reference: Your Comprehensive Resource For Boats and Boating

Thomas McEwen, Anchor Cove Publishing Inc., Littleton, CO, 2006, 800 pages, softcover, ISBN 0-9774052-0-6

Thomas McEwen is an avid boater, a former mining engineer, and a member of Boulder Valley USPS in Colorado. His *Boater's Pocket Reference* is a distillation of several three-ring binders full of notes and data which he originally compiled as a personal reference.

The *Pocket Reference* is 800 pages, 3 inches by 5 inches by 1 inch thick, and literally fits into a pocket. It is, says McEwen, "not meant to be a book you read from cover to cover, although anyone is certainly welcome to do so. Rather, it is intended as a reference, containing information ranging from very basic to advanced intermediate."

Besides the obvious boating references, the book includes dates for American and Canadian national holidays, sound decibel ratings (perhaps to help gauge the level of noise from your amplifiers in that otherwise quiet anchorage), and a calculation of blood alcohol levels.

This is an American production, a good resource for anyone considering a trip south, but there are ample Canadian references, including pollution control laws, radio licensing and other regulations and Canadian

navigational aids. There are also several references to CPS.

The 800 pages are filled with photos, diagrams and tables, including good photos of various types of clouds in the weather section, and a detailed section with photos of knots.

The Flying Canoe

Retold by Roch Carrier and illustrated by Sheldon Cohen, translated by Sheila Fischman, Tundra Books, Toronto, 2004, 24 pages, hardcover picture book, ISBN 0-88776-636-6

Combine an ancient French folk tale, carried to New France and moulded into the life of early Quebec, and retold by Roch Carrier, one of Canada's most beloved storytellers (author of the timeless favourite, *The Hockey Sweater*), and the result is as magic as the magic canoe that transports 11-year-old Baptiste home from the logging camp in time to celebrate the New Year with his family in La Beauce.

Baptiste is a home-sick boy who is working as a lumberjack in the Ottawa Valley because his family needs the money. But it is New Year's Eve, his family has gathered for the celebration, and he isn't there. However, the older lumberjacks take him along in the "Chasse-galerie," the flying canoe, which follows the river to take the paddlers home.

Besides the magic of the folklore, the book provides a glimpse into Canada's history, of a time when "the rivers were the roads...and... paddling canoes, (the lumbermen) followed the rivers, skipped rapids, portaged from lake to lake until they got to the logging camps in the remote forests."

The Flying Canoe is a picture book for all ages. 📖

SHOPPING

While attending the AGM don't spend all your time and money shopping Vancouver's famous Robson Street. Purchase CPS-ECP merchandise at the 2006 Ship's Store.

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The Distress Signalling DVD will train your family on the use of flares as well as alternate non-pyrotechnic signals. Don't wait until an emergency occurs. Buy yourself a copy or purchase one as a gift at the 2006 AGM!

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Watch for other manuals such as the full colour edition of Navigating with GPS.



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2. Bright yellow weather resistant jacket with reflective trim. Standard collar with mesh lining and zippered front.

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PRICE: \$75.00

»-shirts



1. 100% cotton T-shirt with CPS logo. Navy blue, black and white shirts will be available at the Vancouver conference. Other colours can be ordered direct from Head Office at 1-888-CPS-BOAT.

CODE: CLO-1043
PRICE: \$14.00

2. Charcoal, long sleeve, cotton twill shirt with button-down collar and pocket.

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PRICE: \$45.00

»-longevity pins

Do you have 20, 30, 40 or even 50 Merit Marks? Show-off your dedication with a CPS Longevity Pin.

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PRICE: \$7.00



Not attending the AGM? All items can be ordered at:
www.cps-ecp.ca/shipstore/ or 1-800-CPS-BOAT.



Cleaning the worst place on your boat— the bilge

S/C Nancy Thompson, AP
—Gravenhurst Squadron

This is for larger boats. With our 14-foot we just scrub her down on land.

Do you clean your bilge every fall when you put your boat away for the winter? I don't but I should. Why clean the bilge? To prevent the growth of bacteria, to eliminate foul odors, to prevent rust and corrosion of equipment that lies in the bilge and to check for oil or fuel leaks.

You can get bilge cleaner in most marine hardware stores, but it's expensive. Liquid detergent is cheaper and can do almost as good a job. Make sure that it does not contain phosphorus; that it's biodegradable, and that it's good at cutting grease and dirt. However, if you are going to be using a large amount of

cleanser, or if you will be discharging the cleanser into the water, choose an alternative natural cleaning product such as baking soda and vinegar, or lemon juice combined with borax paste – and lots of elbow grease.

Some boats take in more water than others. It's normal for some water to be in the bilge since it can leak in at the stuffing box(es) and rudder post(s). However, if you find an unusual amount of water make sure that you don't have a leaking through-hull fitting or pipe. If your boat usually has some water in the bilge just add the liquid laundry soap to the bilge and let the rocking of the boat do the cleaning for you. Most grease and dirt can be removed with laundry soap and perhaps a little

elbow grease. However, steam cleaning can be an alternative. Have a professional do the steam cleaning as it is harsh and can cause paint to peel, especially on a wooden boat.

When cleaning the bilge don't forget the limber holes. These are found in the ribs or partitions in the bilge which allow water to pass through them and flow to the lowest bilge points usually where the bilge pump is located. This allows the water to be pumped out either automatically or manually.

You should keep these holes clear of residue to prevent blocking the water flow. Many boats have a light chain running through the limber holes which allows you to pull it back and forth to dislodge the gunk. If not, get in there and ream them out.

Most newer model boats have drip pans installed under the engines to prevent oil from dripping directly into the bilge. Whether you have drip pans or not it is a good idea to put absorbent pads under the engines. They not only absorb the oil that could drip but provide a quick way to find leaks. Each time you do an engine check, look at the pad to see if any new oil spots have appeared. If so, try to track down the source immediately.

You should inspect the bilge and its surroundings with a flashlight once a month or at the very least, now, when you are putting your boat up for the season. Look for the following:

- Lift up the float switch on your electric bilge pump to make sure it turns on the pump automatically.
- If you find unusual amounts of water, be sure to track down the source.
- Check all through-hull openings and fittings.
- Make sure that all fittings below the waterline have double hose clamps.
- Check the seacocks to make sure that you can turn them off. You

could sink your boat if a hose comes loose from a seacock and you can't stop the flow of water because the valve is corroded.

- Look for corrosion and rust.
- Check for unusual growth or mildew.
- Check all pipes, hoses and clamps.
- Check limber holes.

When you do get around to cleaning the bilge be sure not to pollute. If you find oil in your bilge water turn off the bilge pump and find an alternative way of disposing of the oily water. Don't think just because there is only a little bit of oil it is okay.

If you find oil in your bilge water turn off the bilge pump and find an alternative way of disposing of the oily water. Don't think just because there is only a little bit of oil it is okay.

Petroleum in or on the water is harmful and, in some cases, fatal to aquatic life. Benzene, a carcinogen, is in gasoline. Oil contains zinc, sulfur, and phosphorous. Floating petroleum reduces light penetration and the exchange of oxygen at the water's surface. Floating oil contaminates the microlayer which is home to thousands of species of plants, animals, and microbes. The abundance of life in the microlayer attracts predators: seabirds from above and fish from below. Pollution in the microlayer, thus, has the potential to poison much of the aquatic food web.

Note: A single pint of oil released onto the water can cover one acre of water surface area.

To prevent getting oil leaking into your bilge do keep your engine well tuned and make sure there are no leaking seals, gaskets or hoses.

If you change your own oil, purchase a non-spill pump to draw


crankcase oils out through the dipstick tube and slip a plastic bag over used oil filters before removing them to capture any drips.

Or better, yet, look for contractors or marinas that offer a bilge pumpout service.

Here are some ideas that can help prevent spills and reduce emissions:

- Install a fuel/air separator along your vent line. This allows air, but not fuel to escape through a vent opening.
- Attach a safety nozzle to portable gas cans used to fill outboard engines. These nozzles automatically stop the flow of fuel when

the receiving tank is full.

- To prevent oily bilge water from being discharged, install a bilge pump switch that leaves an inch or two of water in the bilge. Alternatively, connect a bilge water filter to your vessel's bilge pump. Filters will remove oil, fuel and other petroleum hydrocarbons from the water.
- When it is time to buy a new engine, select a fuel efficient, low emission model. 

Three Fishermen die in Rice Lake Mishap



John Gullick
—Deputy Executive Director

Let me start by expressing my deepest sympathies to the families and friends of those who died in the May long weekend **incident**.

I say incident because the dictionary defines “Mishap” as an unlucky or unfortunate accident. Unfortunate yes but this was not an accident. It was predictable and preventable. There is a reason that four people made it to shore and three did not. It was reported that the three who died were not wearing PFDs (Personal Flotation Devices) or life-jackets and the four that made it safely to shore were.

A few years ago the Canadian Safe Boating Council contracted with SmartRisk to produce a report on deaths related to recreational boating. A few key facts emerged. Some were already known and have been talked about for years. Some were new.

You can learn more about this report by going to www.csbcc.ca and reading “Will it Float?”

What we know:

Every year in Canada 150–200 people die in incidents related to recreational boating.

Over 85% of these people were not wearing their PFD or lifejacket.

Over 45% of the deaths were alcohol related.

Over 65% of these deaths occurred within 15 metres of safety.

Most of these incidents occur in small open boats under 6 metres in length.

We are beginning to learn more about cold water immersion and the effects of cold water shock. Canadian waters are generally very cold. Even in the height of summer, cold water lies not far beneath the surface.

When a person enters the water unexpectedly they experience an immediate gasp reflex. Also, during the first three or four minutes, regardless of a person’s swimming ability, the body struggles for control. Only after those first few critical moments can one attempt self rescue. If this gasp reflex occurs when their head is underwater it is likely they will drown. How many times have we heard “My partner was there on deck one minute and the next he was gone. I never saw him alive again.” This sad but true and common situation is usually caused by what we now know as cold water shock.

Have you ever tried to put on a life jacket or PFD when you are already in the water, even if you were expecting it? This task is very difficult in the best of circumstances.

Just imagine what it is like if you are gasping for air and struggling for control.

PFDs or lifejackets work when we are wearing them. Just go back to the report that the four who made it safely back to shore were wearing PFDs.

Three years ago most members of the Canadian Safe Boating Council signed a declaration that they would wear their PFDs onboard their own open vessels under six meters in length while underway and would ask all other passengers to do so as well. Is it time that Canada requires all its boaters to do the same? Is it time for mandatory PFD/lifejacket wear in all open boats under six meters in length while underway?

I would be very interested in your reader’s responses to this question.

Boating is a diverse recreational activity enjoyed by millions of Canadians from coast to coast to coast. It can be great fun and a safe experience if people make some informed choices.

- Talk to a marine dealer and choose the right boat and safety equipment that meets your needs.
- Get training from a recognized boating organization to ensure you are a competent boat operator who knows the rules and respects the rights of others.
- Don’t drink and boat.
- Use environmentally safe boating practices.
- Wear your PFD or lifejacket in open vessels while underway. ☐

George isn't the only one who needs help

P/R/C Jim Hay, JN
–Lake St. Louis Squadron

Illustration by Michael Bencic



We're watching the fall colours in all their splendour. It is a reflective time of year. From the liveliness of summer we have gone through the brilliant colours of fall and are about to slip into winter. Many of us close the cottage for another year while others go from summer mode to winter mode. In areas where the water gets hard and the grass disappears under copious quantities of something that looks like laundry detergent, this usually involves reading books, probably about summer activities, or strapping boards to your feet and propelling yourself about the countryside with sharpened sticks.

While we are admiring the fall colours and watching the transformation, our thoughts often drift to the activities of the summer which is drawing to a close. We relive the happy moments, laugh at the funny situations and ponder the meaning of life.

Sometimes more interesting situations pop into our reflections. It happened to George. He was watching the sunset, with various scenes from the summer passing through his mind. Perhaps it was the cloud formation which reminded him of the time when the outboard motor caught fire. It wasn't a big fire, more like a flash, bang, and some smoke, really, but it certainly got his

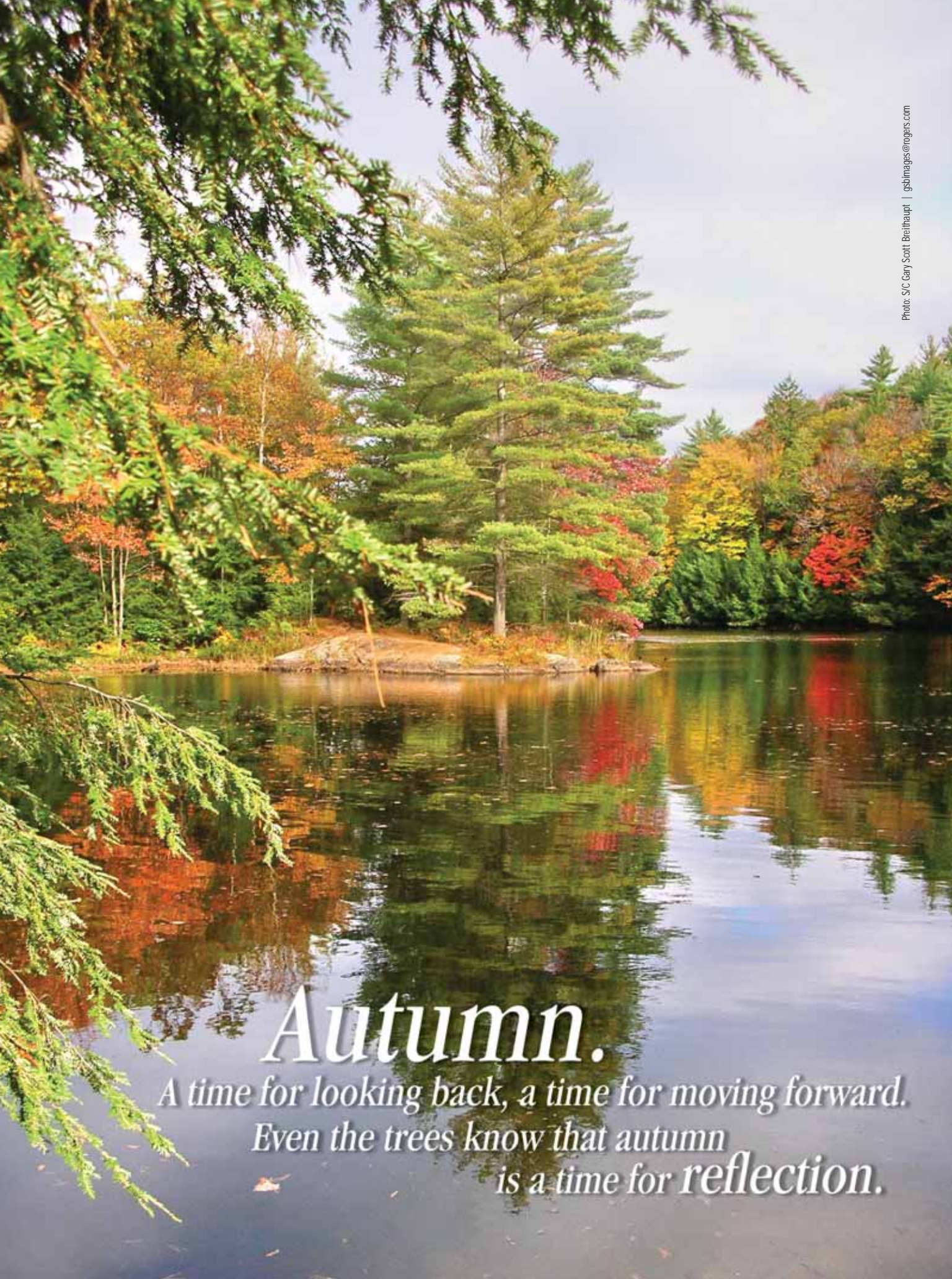
attention. Still, it didn't do too much damage and it didn't last more than a minute.

Everyone certainly had lots of advice after that incident. The motor was getting old so George decided to replace it and gave the motor to a neighbour for a "fix-up" project. George managed to recover from the sticker shock and enjoyed the new motor for the rest of the summer. Isn't it funny how even on the small boat he now seems to carry a fire extinguisher? Good thing he could grab one from the house when the motor back-fired and attempted to ignite itself.

Of course George isn't the only one who needs help. There was that boat he encountered during the summer. George is sure he had the rules right but that captain just insisted on holding his course. No harm done in the end.

George realised he could avoid the fellow and was happy to see him leave the lake. Of course, there were the two other boats that almost got run over by the same fellow. At least it isn't George who has to try to get the red paint from that buoy off his boat.

The boats are all put to bed for the winter and George has the cottage closed. He'll be dreaming about next summer. Heaven only knows what he has planned for the winter. 🏠



Autumn.

*A time for looking back, a time for moving forward.
Even the trees know that autumn
is a time for reflection.*